In the substitute specification:

Please amend the paragraph bridging pages 5 and 6 as follows:

Advantageously the supporting element is arranged between the driven wheel at the inner side of the transmission housing. Therefore the forces are transmitted via the end side of the driven wheel radially in immediate vicinity to the driven shaft to the driven element, and further transmitted to the ~~stabile~~stable transmission housing connected with the drive motor. Alternatively, the force of the supporting element can be also transmitted to a backing which is fixedly connected with the whole transmission housing. Thereby a uniform force transmission from the transmission housing is provided, for example to a predetermined part of the seat.

Page 15, first paragraph in lines 1-12, amend as follows:

In normal adjustment operation the supporting element 38 does not contact the driven wheel 28 to avoid friction losses. In the event of an excessive force action 24 of the driven shaft 42 (for example in the event of

a crash) the force 24 of the driven ~~shaft~~wheel 28 engages in the region of the end surface 54 of the thread 34. The opposite force 22 is transmitted on the one hand directly to the driven wheel 28 and on the other hand to the supporting element 38 which receives the crash force 24. In this case the driven wheel 28 expands since it is composed of plastic so far that it contacts the supporting element 38. Since the supporting element 38 extends radially directly to the outer diameter of the driven shaft ~~22~~42, the action lines of the forces 24 and 22 overlap. Thereby the ~~occurance~~occurrence of shearing forces in the driven wheel 28 is prevented.

Page 16, amend the paragraph in lines 10-14 as follows:

Alternatively, the upper half shell 58 can be dispensed with, so that the supporting element 38 in Figure 4 is composed only of a lower half shell 56. It surrounds the driven shaft 42 only over its half and in some cases is inserted ~~through~~with the ring-shaped grooves 60 and 62 in the packing 40 and/or the transmission housing 15.

Please amend the paragraph bridging pages 16 and 17 as follows:

A further embodiment of the invention is shown in Figure 7. The supporting element 38 is here formed as a ring-shaped disc 74 with an inner thread 76, which is screwed before injection molding of the driven ~~shaft~~wheel 28 on the thread 34 of the driven shaft 42 which is formed as a spindle 16. The outer diameter 78 of the ring-shaped disc ~~34~~74 is greater than the inner diameter 80 of the running disc 32 supported in the transmission housing 15. The ~~end surfaces~~diameters of the supporting element 38 and the running disc 32 overlap one another, whereby the force flux between these two surfaces extends through the parts of the driven ~~shaft~~wheel 28 on an action line. The force 22 which acts in the event of an accident is transmitted through the transmission housing 15 to the running disc 32 and acts on the collar 30 on the driven wheel 28. The driven wheel 28 is supported on the supporting element 38 which is connected via thread flanks in a force-locking manner with a driven shaft 42, on which thereby the pulling force 24 acts as a counter force.

Please amend the paragraph bridging pages 18 and 19 as follows:

While the above described embodiments deal with the seat adjustment device, it can be also used for adjustment movements, such as

for example a steering booster in which during occurrence of high forces it must be prevented that the driven ~~shaft~~wheel 28 is lost from the transmission housing15. A spindle motor can be advantageously utilized, with which the screw wheels 26, 28 are provided with an inner thread in which the spindle 16 is moved axially. Also, a combination of the individual features in different embodiments of the inventive transmission of the transmission-drive unit can be realized in accordance with the present invention.